

J. Chambers
REPORT

OF THE

STATE TREASURER

ON THE

Finances of the Commonwealth.

READ, DECEMBER 7, 1832.

HARRISBURG:

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1832.

REPORT

ON THE

FINANCES OF THE COMMONWEALTH.

TREASURY OFFICE OF PENNSYLVANIA:

December the 6th, 1832.

SIR:—I herewith transmit a report prepared in obedience to the act entitled “An act requiring the State Treasurer to make an annual report on the subject of finance,” passed 16th March, 1832.

I have the honor to be, with great respect,
Your obedient servant,

A. MAHON, *State Treasurer.*

To the Honorable the Speaker of the House of Representatives.

In obedience to the provisions of an act requiring the State Treasurer to make an annual report, on the subject of finance, the following report is respectfully submitted to the Legislature:

By the provisions of previous acts of the Legislature, it was made the duty of the Auditor General to make annual reports, exhibiting the state of the public finances; and subsequently, the commissioners of the Internal Improvement fund were required to make report, on the subject of finances connected with the objects of that fund, which would appear to be embraced within the scope of the act requiring the present report. Anxious to meet the views of the Legislature, the State Treasurer concluded that it would be more satisfactory, and would perhaps best comport with the intention of the act, that his report should embrace the several subjects connected with the state of the treasury and the finances of the State, necessary to support the public credit and the faith of the Commonwealth.

I. Of the Public Debt,

Total amount of the public debt of the state, was, on the thirty-first of October, 1832, \$17,405,628 64

Viz:

On loans not pertaining to canal purposes,	\$1,840,000 00
On stock loans pertaining to canal purposes,	15,335,661 88
Debts due to turnpikes, bridges, rivers, and miscellaneous objects,	229,966 76
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II. Of the Public Property of the Commonwealth.

Bank stock,	2,108,700 00
Turnpike stock,	2,060,100 00
Canal stock,	200,000 00
Bridge stock,	421,800 00
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	\$4,790,600 00

To which may be added the debts of the commonwealth for lands, variously estimated at from one to three millions of dollars.

III. Of the Public Revenue, and Expenditures for the fiscal year ending on the thirty first of October, 1832.

The receipts into the treasury during the financial year, ending the thirty-first October, 1832, were, \$4,594,889 22

Viz:

Loans for canal and rail-road purposes,	3,188,213 34
Bequest by the late Stephen Girard,	300,000 00
Premiums on loans,	355,462 80
Ordinary and miscellaneous revenue,	751,213 08
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Add balance in the treasury, first November, 1831, 124,482 82

Making an aggregate of \$4,719,372 04

Total disbursements for same year, 4,602,204 88

To wit:

Loans for canal and rail-road purposes,	3,188,213 34
Bequest by Stephen Girard, applied to do.	300,000 00

Paid to the commissioners of the Internal Improvement fund, to pay interest, (pledged funds,)	589,050 44
Do. do. per tenth section of act of twenty-second April, 1829,	93,329 20
For ordinary expenses of government, (see statement A.)	431,611 90

Balance in the treasury, first November, 1832,	\$117,167 16
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IV. Of the estimates of Receipts and Disbursements at the Treasury, during the current fiscal year, terminating on the thirty-first of October, 1833, exclusive of future loans, premiums thereon, and appropriations to specific objects, to wit:

Balance of loan per act of thirtieth March 1832, for canal and rail-road purposes	598,680 00
Premiums on said balance	84,294 14
Bonus payable by the, "Girard bank,"	25,000 00
Do "Western bank of Philadelphia,"	25,000 00
Do. Manufacturers and Mechanics bank of Northern Liberties	15,000 00
Ordinary and Miscellaneous revenue	1,069,385 00
Add balance in the treasury, first November, 1832	117,167 16
	<hr/> \$1,934,526 30

Estimated expenditures for the same year to wit.

Balance of loan for canal and rail-road purposes, per act of thirtieth March, 1832.	598,680 00
Revenue pledged for payment of interest	485,294 14
To pay estimated deficiency of interest on internal improvement debt per act of twenty second April, 1829	95,444 38
To refund treasury of the board of canal commissioners, per act of eleventh June 1832	135,897 16
For ordinary expenses of government	412,552 67
	<hr/> 1,727,868 35

Which will leave a balance in the treasury first November 1833. (See statement A.) of	206,657 95
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To exhibit the state of the treasury on the first of February and first of August next, the periods fixed by law for the payment of interest on the public debt, there is herewith transmitted a tabular statement, (marked B.) by which it will appear that after pay-

ment of the ordinary demands on the treasury, and the interest then due on the public debt, there will be a balance in the treasury on the first of February next of three hundred and eighty two thousand six hundred and fifty dollars and sixteen cents, and on the first of August, after deducting ordinary expenses of government, interest due on public debt and refunding to the canal treasury one hundred and thirty five thousand eight hundred and ninety seven dollars and sixteen cents, the amount of funds for construction of canals and rail roads, applied to payment of interest due first of August last, per act of eleventh June 1832, there will be a balance in the treasury of sixty six thousand three hundred and forty five dollars and seven cents, and on the first of November 1833, of two hundred and six thousand six hundred and fifty seven dollars and ninety five cents.

A tabular statement (marked C.) is also transmitted exhibiting the appropriations and balances of appropriations, by former acts; and estimates of the probable amount which will be required during the current financial year; the total amount of these appropriations is two hundred twenty-nine thousand nine hundred sixty-six dollars seventy-six cents, estimated amount required in 1833, fifty thousand two hundred eighty-two dollars sixty-seven cents, which is embraced in the estimated expenditures of the current year.

If the estimates of the receipts and expenditures at the state treasury for the fiscal year 1833, (as exhibited in statement A.) are not founded in error and deception, the financial condition of the treasury exhibits a state of prosperity highly propitious to the credit of the Commonwealth; and does not at present as is believed justify a resort to any plans for the increase of the revenues of the state. The state treasurer is not in the possession of any information which would enable him to suggest any alteration in the laws providing for the collection of the public revenues, by which any improvement could be effected; nor is he aware of any defect of those laws unless it may be in the want of authority to enforce a more prompt and speedy payment into the treasury of the revenue derived from the collateral inheritance tax. And it is suggested whether it would not be proper to provide in future by law, for the payment of the revenues received by county treasurers semi-annually in order to meet the payment of interest on loans which fall due the first days of February and August in each year.

The estimates of the receipts and expenditures are predicated on those of previous years, in all instances where they are permanent and nearly uniform in amount, that being the usual and only basis upon which they can with safety be made.

It is confidently believed that a careful comparison of the actual receipts and expenditures at the treasury for the last year with the estimates of the receipts and expenditures at the treasury for the current fiscal year, will satisfactorily establish the results as ex-

hibited in statement A. In many of the items, the estimates of the current fiscal year are made much lower than the actual receipts of the past year, and in but very few of these items, is there any material advance; the only instances of these advances in the estimates are auction duties, lands and land office fees, collateral inheritance tax and canal tolls.

The visitation of that awful scourge, the Asiatic cholera it is well known, produced more particularly in the commercial metropolis of the state, a stagnation of business which seriously effected the amount of auction sales and extended its influence over every other department of business, and justifies as is believed a moderate advance in this item in the receipts from this source for the current year. The receipts into the treasury for lands have usually fluctuated more than any of the other ordinary sources of revenue, a fluctuation depending on the state of the times and frequently affected by the legislation on the subject. The years previous to the expiration of the laws for extending the time for patenting lands, have always been more fruitful in receipts from this source, and the estimates of this item of receipt has been predicated on the average of the receipts from this source of the last several years, having regard to the fact, that the present law for the extension of the time for patenting lands expires during the present fiscal year.

The advance of the estimate of the receipts for the current year from the collateral inheritance tax is founded principally on information of the amount which will certainly be received during the current year, from the estate of Stephen Girard.

With regard to the estimates of the receipts, from tolls to be derived from the public works during the current year, the State Treasurer is aware that exceptions will be taken to it, and that many will consider it illusory. Under these impressions, the estimate has not been made without a diligent enquiry for information on the subject, and a cautious investigation of the data on which the estimate is founded; it is sustained by the united judgments of the canal commissioners and the commissioners of the internal improvement fund, and is submitted to the Legislature with confidence, in the face of all the disappointments which have been experienced in all previous estimates of the receipts from this source of revenue.

In performing the duty assigned by the first section of the act, requiring the State Treasurer to report "plans for the support of public credit, and for improving and increasing the revenues," his attention has been necessarily directed to the state of the public works, and to the prospects of the revenue to be derived from them in future—on the judgment which shall be formed on this subject, will depend the necessity of increasing the public revenues. The ordinary revenue exceeds the ordinary expenses of the go-

vernment ; and the necessity of increasing the public burdens, will depend on the decision of the question, whether the extraordinary appropriations to construct the public works are to prove a barren expenditure, or a profitable investment. The policy of the state in originally embarking in so extensive a scale of internal improvement is a question for legislative decision. The public works have been commenced and successively prosecuted for a series of years, until upwards of fifteen millions of dollars have been expended, and the views of the State Treasurer are confined to the enquiry, how far they are likely to prove a source of revenue to the commonwealth. That the system of improvement, as originally devised and subsequently prosecuted, was more extensive than was consistent with a due regard to public economy, is now generally admitted by its friends, and was always considered so by a very respectable minority of the legislature. It must certainly be admitted, that its magnitude has greatly enhanced its cost, and been the means of occasioning an unfortunate delay in the completion of any one part of its various ramifications. Six years have already transpired since the commencement of the construction of the public works, and never until the month of October of the present year, has a single line of communication been completed, to wit, the Delaware division of the Pennsylvania canal.

Of the disjointed parts of canals, which have been in partial operation for several past seasons, they have only enjoyed the partial benefit of the local trade of the towns and villages situate in their neighborhood, and have been subject to the interruptions to which all new works of the kind are liable. In consequence too of the great extension of the works, much injury and loss has been sustained, in the progress of their execution, by the unfinished state they were necessarily permitted to remain in seasons of high water and freshets. In the midst of all these unpropitious circumstances attending the execution of the public works, the visitation of the unprecedented flood of the last spring produced new disasters ; and the immense losses sustained by its wide spread destruction, and the delays and disappointments necessarily consequent, have greatly added to the causes of distrust in the public mind, and seriously impaired confidence in their future permanency and stability. It was an awful visitation, unparalleled in the history of the state. The high lands, never before exposed to injury, experienced its ravages ; farm houses, with their occupants, were swept away and exposed, in many instances, to destruction ; and cities, towns and villages, were inundated, and suffered incalculable injury. The amount of individual losses greatly exceeded those sustained by the state, in destruction done to the public works. And if populous cities, towns and villages, and individual improvements have been built up and erected without any security to guard against the ravages of such a flood, it certainly ought not to be considered a want of foresight in the state to have erected its

public works unprotected against such an occurrence. It ought to be regarded as a visitation chargeable to a casualty of rare occurrence, a misfortune in which individuals suffered in common with the public, and against the effects of which, in the erection of works of art, it is no more required to provide, than it would be to provide against the ravages of an earthquake, or a whirlwind.

The great delay produced by the destruction done to the public works, by this unprecedented flood, have operated most injuriously to prejudice the system of internal improvement. Estimates had been formed and sanguine hopes entertained of a considerable amount of revenue to be derived the last year from the public works, and the hopes thus formed have again been deferred.

In consequence of the injury done to the Western division of the main line which had previously been in active operation, the navigation on it was suspended and not resumed until the twenty eighth of July last, a season unpropitious to active business. The division from Huntingdon to Duncans Island suffered also, and its navigation was not commenced as early as it otherwise would have been; and the interruption of the Western division, was deprived of much of the business it would have enjoyed in case that part of the canal had been navigable. By the injury sustained by the Shamokin and Nanticoke dams, the branches were deprived of the navigation of their respective canals, except for a very short period; and the main trunk from Northumberland to Duncans island dependant on the branches exhibited but little activity. The only part of the Pennsylvania canal which may be considered as enjoying an uninterrupted navigation during the whole season, was that part from Duncans island to Middletown.—As it forms a small part of the whole, it had little opportunity of development.

All these matters will be exhibited in detail in the report of the canal commissioners. They are adverted to here to explain the causes of the disappointments which have heretofore been experienced in the expectations formed of the receipts of tolls from the state improvements, and more particularly of the failure of the past year in the production of tolls, which owing to the unfortunate circumstances referred to amounted to fifty thousand nine hundred and nine dollars and fifty-seven cents. The picture of the past, it is admitted is not flattering, but it is believed the prospects of the future are more cheering, and justify the indulgence of the hope that the cup of disappointment is full.

It is represented that there will be open for navigation and travel at the commencement of the ensuing season upwards of five hundred miles of canal and rail-road: the whole of the water communication on the main line is in a navigable state, and it is stated by the engineer on the line that a single track of rail-way will be laid in all the month of July next across the mountain from Hollidaysburg to Johnstown the respective points of termination of

canals. The Shumoken dam has been rebuilt on a plan which it is believed will ensure its future permanence: the North Branch canal extends through the greatest part of the extensive coal region of the Wyoming Valley, the West Branch is navigable to a point near Muncy town, and the canal to Columbia is now completed. The Delaware division of the Pennsylvania canal is now in operation and nineteen miles of the Philadelphia and Columbia rail road have been travelled for sometime past and the remainder of it is in a state of considerable forwardness.

In forming an opinion of the future productiveness of the public works, the character of the country through which they pass, as regards fertility of soil, variety of products, the abundance of mineral wealth, and the amount of foreign trade which from their locality and extent they are destined to transport, are proper subjects for enquiry. In most of these particulars, the state of Pennsylvania enjoys a superiority over every other state of the Union, and it is believed that a just comparison of the experience of the canals in this and other states, with the prospects of the state canals, will exhibit results favorable to them as a source of public revenue.

Of the main line of Canal to connect the Eastern and Western waters.

The main line of the Pennsylvania canal to connect the east and west, has ever been deemed an object of great state importance. It has always been regarded with a more favorable eye than the Branch canals, and has frequently received in the Legislature the support of many who were regarded as unfriendly to the system. It is the most direct and by far the shortest chain of connecting the tide waters of the eastern with the great waters of the western world. These advantages, it is believed, will certainly counterbalance the superiority in the diminished amount of lockage of the New York canal. At an early period of the last spring, an enterprising individual of this state, organized a line of boats for the transportation of merchandize and passengers between the cities of Philadelphia and Pittsburg—the plan was partially deranged by the suspension of the navigation of the Western division, occasioned by the spring flood, and was still further interrupted by the imperfect state of the Union canal for a short time: under all these adverse circumstances, a very considerable amount of merchandize and produce was transported between the two cities, with increased diminution in the former prices of transportation, and with great safety and expedition. The same individual is preparing, for the next season, a daily line of boats, and an other daily line is in the progress of organization. Although the experiment made this season. was partial, and under adverse circumstances, sufficient evidence was afforded to prove, that along this line of communication, merchandize and produce can be transported between Philadelphia and Pittsburg, cheaper and with more certainty and safety than on any other route yet discovered. If such should be the fact, it cannot be

doubted that the main line of communication is destined to become the great thorough fare of the transportation of the rich and various products of the Ohio, and its tributaries, and the immense amount of merchandize necessary for the consumption of those populous regions.

In estimating the future productiveness of the main line of canal enjoying the benefits of the local trade of the country through which it passes, and the large amount of foreign trade which it must command, it cannot be considered unreasonable or chimerical to assume that it will accomplish what has already been achieved by the New York canal, enjoying a transportation principally of a local character. It will be recollected that for some time after the New York canals were in operation the most disastrous results were foreboded, these forebodings have long since vanished, and the canals of New York have rapidly increased in productiveness, and during the year 1831 realized in tolls one million two hundred and twenty three thousand eight hundred and ten dollars and ninety-eight cents. The main line will be fairly tested the ensuing season, should no such dire calamity occur as that which visited it the last spring.

Of the Branches.

The great inducement for the construction of the Branch canals, was to render available the rich resources of those regions in mineral wealth, particularly anthracite and bituminous coal. The North Branch canal now reaches the heart of the immense coal region coextensive with the whole valley of the Wyoming. In extent and quality of coal and in the facilities of mining and transportation, the valley of the Wyoming is considered to possess advantages superior to any coal region of the state. By the completion of the canal to Columbia, there will be opened to this region a market for coal embracing a large portion of the rich valley of Cumberland west of the Susquehanna, and the populous counties of Dauphin, Chester and Lancaster; and the period is not far distant when it will have the city of Baltimore and the towns watered by the Chesapeake to contribute to the growing consumption of this important commodity. Within the last five years the most extraordinary developements have been made in the trade of this article: In the last year, results have been produced which would seem to place at defiance all calculation of the increase of its demand and consumption. There has already been transported during the present year on the Schuylkill canal, to the city of Philadelphia, two hundred and ten thousand tons of anthracite coal, and the supply of this large amount falls far short of the demand. The tolls on this canal of one hundred miles in extent it is believed will yield this year nearly three hundred thousand dollars, and the market price of the stock has reached two hundred and ten dollars for one hundred dollars paid.

In the spring and during the summer of the present year the stock of the Delaware and Hudson canal ranged from sixty-five to eighty dollars for one hundred paid; its market price is now quoted at one hundred and twenty-eight per cent. an increase which is entirely attributable to the advantages of the transportation of coal. What is there to prevent the North Branch canal from realising a greater advance in the productiveness of tolls? The Wyoming region is infinitely more extensive than the Lackawanna, and possesses much greater facilities in mining and transportation. The capacity of the Delaware and Hudson canal is adapted to boats of from twenty to twenty-five tons burden, that of the North Branch canal is adapted to boats of seventy-five tons burden, and boats laden with that amount have during the present season, navigated that portion of the canal. The lockage of the Delaware and Hudson canal it is believed exceeds twelve hundred feet, and in addition to this obstruction it is necessary to transport the coal from the Lackawanna mines a distance of sixteen miles to the Lackawaxen canal, on a rail-road across a mountain of considerable elevation. The lockage of the canal from the mines on the North Branch to Columbia is two hundred and fifty feet and the distance from thence to the Susquehanna canal extending to tide water is not exceeding twenty-eight miles. The decided superiority of this branch of the Pennsylvania canals over the Delaware and Hudson in its greater capacity and extent of lockage; and the same superiority of the coal region of the Wyoming valley over the Lackawanna mines must render this division of the state improvements a source of greater profit to the state than is enjoyed by the Delaware and Hudson canal company; and if there is any faith in the market price of the stock, the investment in this most expensive work would appear to be extremely profitable. The period cannot be far distant, when the coal of this region must find a profitable market in the atlantic cities and along the shores of the Chesapeake and its tributary streams. When such an event takes place, this branch of the Pennsylvania canal will form an advantageous comparison with the productiveness of the Schuylkill navigation.

The West branch division of the Pennsylvania canal passes along one of the richest agricultural districts of the state; when completed to its point of destination, it will afford means of transportation to the most extensive manufactories of iron in the state, and will open a new source of wealth in the inexhaustible mines of bituminous coal bordering on the Susquehanna. In anticipation of the advantages to be realized by the transportation of bituminous coal from this region to market, a company of rich capitalists of this state and other states of the Union, have already made large investments, and commenced their operations. They have already succeeded in manufacturing cokes of a superior quality; these cokes have already been experimented on, in a common blast

furnace, in smelting iron ore, and the result has proved that one bushel and a peck of cokes, which cost eight cents per bushel, yielded the same product of metal of three baskets of charcoal, of two and one half bushels to the basket, costing three and an half cents per bushel. The manufacture of cokes is at present carried on by them extensively; and information is received that it is their intention, the next season, to transport their cokes and coal in boats constructed for the purpose, to the entrance of the canal at Muncy dam, and from thence to market by the canal; so that the ensuing season will not prove barren in producing tolls on this division of the state improvements. That it will, on the completion of the canal, afford a rich return of tolls, no person can doubt, who justly estimates the importance of this mineral to the arts and manufactures of this great and growing country.

The Philadelphia and Columbia rail-road is in a state of great forwardness, and a part of it is now in operation. The experience of rail-roads is too limited in this country to form a correct estimate of the productiveness of this part of the Pennsylvania improvements—Its location is considered extremely advantageous, and its construction is of the most permanent character; it will enjoy the travel of a large portion of the various products destined to be transported in the Pennsylvania canals to Columbia, and passes through the richest and most populous region of the state. The praises of the Baltimore and Ohio rail-road have been trumpeted over the whole Union. What is there to prevent the Philadelphia and Columbia rail-road from producing equal, if not greater results?

The Delaware division of the Pennsylvania canal, is the only canal completed in the state, and the only one of the state improvements in a situation to develop itself. It was not, until the sixteenth of October last, in a state fit for active operation, and has paid in tolls into the treasury, up to the thirty-first of October last, eight thousand and forty-three dollars, nineteen cents; and there has since been received into the treasury, from one collector, five thousand dollars, of tolls for the last month's navigation; affording, it is believed, an earnest of the productiveness of the other divisions of canal, when they shall be completed. From information received from an official source, it is believed that the Lehigh Company will transport on this canal, during the next season, at least one hundred and twenty thousand tons of coal; and the market price of their stock, is now quoted at an advance of twenty-five per cent.

The divisions of the canal west of Pittsburg are not in a sufficient state of forwardness, to form an estimate of their productiveness; they have been undertaken in anticipation of multiplying the resources of the state, and yielding a remuneration for the expenditures on them; they pass through a rich growing country and will command the growing trade of the lakes. The Shenango division is represented to present a most favourable position of forming a connection with the Ohio canals; a connection which

will bind more closely with the ties of interest and commercial intercourse, two great and important states of congenial pursuits, whose geographical and natural advantages are so eminently adapted to contribute to their mutual aggrandisement in wealth and power. In presenting these views to the Legislature, the State Treasurer is not aware of any feeling in favour of the system of internal improvements which would lead him to exaggerate the results anticipated from the successful navigation of the state canals. It was made his duty by the act authorising this report to investigate the subject and his judgment has been formed by a careful estimate of the vast resources of the state, and the commanding position of the main line to become the great thoroughfare of the east and west; and by a comparison of the future productiveness of the Pennsylvania canals with the actual experience of the canals of other states not enjoying equal advantages.

In forming a judgment on this subject the attention of the State Treasurer has been attracted to the improvement in the present ordinary sources of the revenues of the Commonwealth, which must necessarily grow out of the increased activity in business of every description, which will be imparted by the general facilities afforded of cheap transportation, and more particularly in the revenues derived from the city and county of Philadelphia. The importance of a commercial city to the state in which it is located is no where more advantageously illustrated than in the state of Pennsylvania. Of the ordinary revenues received annually at the State Treasury, three-fourths of the whole amount is derived from that district of the state.

To cherish the interest of that great and growing city has ever been a prominent feature of the policy of the state; and its greatful returns to the Treasury of the state have established the soundness of that course of policy as a matter of calculation and of interest. Of the inducements to embark in the improvement system of the state, the advantages it would afford to the commerce of the port of Philadelphia, formed no inconsiderable part: Its superabundant capital and wealth, and the high standing of the commercial part of the community for integrity and intelligence have given to it an extent of business which its locality would not have otherwise commanded.

When to these shall be added the advantages which the state improvements will afford by forming a close connection between the city and the different parts of the state and the distant regions of the west, its growth and prosperity will place it beyond the reach of rivalry, and give to it the character of the commercial emporium of the union; and in proportion to its growth in riches and population will be the increase of these revenues which annually replenish the treasury of the state.

Impressed with the most favourable opinion of the extent of revenue which may be confidently calculated on, to arise in fu-

ture from the public works, and from the increase of the ordinary sources of the revenues of the state, the State Treasurer does not deem it necessary to report any plans for increasing the public revenues to support the credit of the commonwealth.

If the loans contracted by the state had been lavished on objects which perish in the using of them; then indeed it would be the bounden duty of the legislature to raise extraordinary means not only to pay the interest, but to provide for their extinguishment. But as the loans of the state have been invested in great public works, designed for the benefit of the present and future times; works constructed with a view to improve the resources and elicit the dormant wealth of the state, and which all experience has proved when advantageously located are productive sources of revenue, all that is required is to provide the means of supporting the faith of the commonwealth as pledged by her laws.

The state of the treasury at the end of the present fiscal year, and the estimates of the receipts and expenditures for the current fiscal year, exhibited in statement A. it is confidently believed, place the credit of the commonwealth on a commanding eminence, and dispense with the necessity at present, of forming plans for the future increase of the state revenues.

If however a different opinion should be entertained by the legislature of the utility of the public works and the prospects they present of providing future revenue; if notwithstanding their near approximation to completion, it should be considered that the same disappointments will occur which have been heretofore experienced; if in opposition to the experience of all other public works of similar character, it shall be believed that the Pennsylvania canal will continue unproductive of revenues, and if an entire different judgment of them shall be formed from that presented in this report; it will most certainly be necessary to provide extraordinary means adequate to the annual payment of the interest and the extinguishment of the public debt. In such an event the State Treasurer is not aware of any plans which can be resorted to, short of that of increasing the present rate of taxes to an extent commensurate with the demands for these purposes.

Confiding in the correctness of the views which he has submitted, he cannot but consider it at present unnecessary and premature. Another season it is believed will test the accuracy of the judgment he has formed, and if contrary to all human experience on the subject, that judgment should prove to be erroneous, there will be ample time in future to adopt plans to support the credit of the commonwealth by increasing the revenues of the state.— That the credit of the commonwealth does not now suffer in public estimation is abundantly testified by the market price of her public stocks; and a more unerring index of public opinion cannot be required. The last loans bearing an interest of five per cent, are now at an advance above their par value of nineteen per

cent, and all the other previous loans bear an equivalent advance corresponding to their maturity.

There is a new source of revenue, which it is believed will hereafter be enjoyed by the state, which it may not be improper to take into the account, and which ought never to be lost sight of in estimating future means to support the credit of the commonwealth. The public lands of the United States, were acquired and purchased by the joint funds, and are the common property of the several states. The distribution of this property among the several states according to the ratio of their respective representations, forms now one of the most prominent subjects of legislation, in the Congress of the United States. At its last session a bill for the distribution of these lands, passed the senate of the United States and final action on it was postponed by the house of representatives for reasons not effecting the intrinsic merits of its principles. It is now generally conceded that it will be passed into a law, and carried into effect by Congress, at its present session. Agreeably to information in official reports on this subject founded on official returns of the amount and value of those public lands, it would appear that the state of Pennsylvania on the principles of representation will receive annually from this source a sum not far short of three hundred thousand dollars.

In performing the duty assigned by the second section of the act, the State Treasurer would respectfully state, that he is not aware that any appropriations are required for the public service of the state, than those necessary for the construction and completion of the public works, the estimates of the amounts for which objects, are furnished by the engineers of the respective lines of canals and rail-roads, and submitted annually, in the reports of the canal commissioners to the Legislature; and in the tabular statement, marked C, will be found the statements of the various appropriations of former years to miscellaneous objects, which have not been called for, and which are subject to be drawn from the treasury, on the performance of the conditions annexed to their respective grants.

As many of these appropriations are of long standing, and as it is believed many of them are in a situation never to be required and others cannot, under existing laws, be demanded, the State Treasurer, would suggest the propriety of enquiry into their situation and condition.

All which is respectfully submitted.

A. MAHON,
State Treasurer.

Treasury Office, December 6th, 1832.

STATEMENT A.

Exhibiting the Receipts and Payments at the Treasury office of Pennsylvania, during the year ending the 31st October, 1832, together with an estimate of the probable receipts and payments for the year ending 31st October, 1833.

	Receipts for 1832.	Estimated Receipts for 1833.
Loan per act of 21st March, 1831,	\$1,038,213 34	
Loan per act of 30th March, 1831,	25,000 00	
	<hr/> 1,063,213 34	
Loan per act of 30th March, 1832,	1,750,000	
Temporary loan, 5th March, 1832,	75,000	
Temporary loan, 5th April, 1832,	300,000	
	<hr/> 2,125,000	\$598,680
Premiums on loans,	355,462 80	84,294 14
Stephen Girard's legacy,	300,000	
Lands and Land Office fees,	63,622 16	70,000
Auction commissions,	16,000	16,000
Auction duties,	113,537 09	120,000
Dividends on bank stock,	173,230	128,000
Dividends on canal, bridge, and turn- pike stock,	21,170	15,000
Tax on bank dividends,	43,761 41	43,000
Tax on offices,	12,174 20	12,000
Tavern licenses,	58,795 67	58,000
Retailers' licenses,	69,783 48	70,000
State maps,	228 25	300
Pamphlet laws,	88 28	80
Collateral inheritances,	12,494 29	65,000
Militia and exempt fines,	1,463 27	1,500
Canal tolls,	50,909 57	200,000
Fin and clock pedlers' licenses,	1,878 76	2,000
Hawkers' and pedlers' do.	3,191 69	3,000
Escheats,	2,132 43	1,000
Tax on writs, &c.	19,778 37	19,000
Old debts and miscellaneous,	273 43	1,000
Militia fines, per act of 1823,	850	500
County rates and levies, for 1832,	73,986 93	124 244
Tax on personal property, do.	11,326 27	38,261
Fees of the Secretary's office,	537 53	500

Total receipts for 1832,	\$4,594,889 22
Balance in Treasury, 1st Nov. 1831,	124,482 82

4,719,372 04

Deduct payments for 1832,	4,602,204 88
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117,167 16

County rates and levies, for 1833,	70,000
Tax on personal property, do.	11,000
Girard bank, bonus,	25,000
Western bank of Philadelphia, do.	25,000
Manufacturers' and Mechanics' bank, of the North- ern Liberties,	15,000

\$1,817,359 14

Balance in Treasury, 1st November, 1832,	117,167 16
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1,934,526 30

Payments for 1833,	1,727,868 35
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\$206,657 95

Balance in the Treasury, 1st November, 1833,	\$206,657 95
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	Payments for 1832.	Estimated Payments for 1833.
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Commissioners of the fund for canal and rail-road purposes,	3,488,213 34	598,680
Ditto, for payment of interest, &c.	682,379 64	580,738 52
Turnpike roads, bridges, &c.	33,540 71	41,282 67
Expenses of Government,	228,803 75	210,000
Militia expenses,	20,074 66	20,000
Court martial expenses,	1,487 77	500
Pensions and gratuities,	24,888 20	25,000
Education,	10,970 98	4,000
Interest on loans,	91,925 00	91,725
Penitentiary at Philadelphia,	4,045 43	4,045
Penitentiary at Pittsburg,	3,115 44	3,000
Conveying convicts and fugitives,	2,332 82	2,000
Defence of the State,	143 84	
Miscellaneous,	10,283 30	6,000
House of Refuge,		5,000
To refund canal Treasury,		135,897 16

\$4,602,204 88

\$1,727,868 35

STATEMENT B.

*Exhibiting the situation of the Treasury on the 1st of February,
1st of August, and 31st October, 1833.*

	Receipts from 1st Nov. 1832, to 1st Feb. 1833.	Receipts from 1st Feb. to 1st Aug. 1833.	Receipts from 1st Aug. to 31st Oct. 1833.
Lands and Fees,	13,000	52,500	4,500
Fees of the Secretary's office,	100	300	100
Auction commissions,	2,000	10,000	4,000
duties,	45,000	60,000	15,000
Dividends on bank stock,	64,000	64,000	
Dividends on bridge and turnpike stock,	8,000	4,000	3,000
Tax on banks,	43,000		
offices,	6,000		6,000
Tavern licenses,	45,000	7,000	6,000
Retailers do.	55,000	5,000	10,000
State maps,	250	50	
Pamphlet laws,	80		
Collateral inheritances,	55,000	7,000	3,000
Militia fines,	1,500		
Canal tolls,	20,000	100,000	80,000
Tin and clock licenses,	1,500	500	
Hawkers and pedlers,	2,000		2,000
Escheats,		500	500
Tax on writs,	500		18,500
County rates and levies,	100,000	24,244	70,000
Tax on personal property,	25,000	13,261	11,000
Premiums on loans,	35,200	49,094 14	
Miscellaneous,	500	500	500
	<hr/>		
Balance in the treasury	\$521,630		
1st Nov. 1832,	117,167 16		
Birard bank,		25,000	
Western bank, Philadelphia,		25,000	
Manufacturers and Mechanics			
bank, N. L.		15,000	
		<hr/>	
		462,949 14	234,100
		<hr/>	
Estimated amount in the treasury, 1st Fe-			
bruary, 1833,			\$638,797 16
Deduct ordinary expenses of government,	72,314 18		
b. funds pledged to pay interest,	173,200 00		
c. per act of 22d April, 1829,	10,632 82		
	<hr/>		256,147 00
Balance in treasury 1st February, 1833,			<hr/>
			\$382,650 16
			<hr/>

Estimated receipts from 1st February, to 1st August 1833,	462,949 14	
Add balance in treasury 1st February, 1833,	382,650 16	
	<hr/>	845,599 30
Deduct ordinary expenses of govern- ment,	246,453 37	
Do. to refund canal treasury, per act of 11th June, 1832,	135,897 16	
Do. funds pledged to pay interest,	220,594 14	
Do. do. per act of 22d April, 1829,	176,311 56	
	<hr/>	779,256 23
		<hr/>
Balance in the treasury 1st August, 1833,		<u>\$66,343 07</u>
Estimated receipts from 1st August to 31st October, 1833,	234,100 00	
Add balance in treasury 1st August, 1833,	\$66,343 07	
	<hr/>	300,443 07
Deduct ordinary expenses of government,		93,785 12
		<hr/>
Balance in the treasury 1st November, 1833,		<u>\$206,657 95</u>

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STATEMENT C.

Appropriations and balances of appropriations, &c. unpaid, 1st November, 1832, with an estimate of the amount which will probably be demanded during the year 1833.

Balances of Ap- Probable amount
propriations. required in 1833.

Turnpike Roads.

Springhouse, Northampton and Beth- lehem,	\$15,000	
Lycoming and Potter,	4,782 67	\$4,782 67
Clifford and Wilkesbarre	1,677 16	
York and Gettysburg,	6 09	
Downingtown, Ephrata and Harrisburg,	69 63	
Waynesburg, Greencastle and Mercers- burg,	3,620 04	
Huntingdon, Cambria and Indiana,	25 95	

Philadelphia, Brandywine and New London,	12,500	
Washington and Pittsburg,	199 01	
Washington and Williamsport,	98 37	
Chambersburg and Bedford,	118 22	
New Alexandria and Conemaugh,	75 93	
Harrisburg and Millerstown,	300 50	
Little Connestoga,	22 04	
Derrstown and Northumberland,	4,607 50	
Milesburg and Smethsport,	9,668 15	4,200
Gettysburg and Hagerstown,	20,000	
York Haven and Harrisburg bridge,	18,000	18,000
Mount Pleasant and Pittsburg,	3,600	3,600
	<hr/>	<hr/>
	\$94,361 26	\$30,582 67

Bridges.

Juniata bridge,	1,000	
Catawissa bridge,	2,500	2,500
Robbstown bridge,	6,000	
Bridge over Loyallhanna creek,	2,500	2,500
Monongahela bridge, at Pittsburg,	5,000	5,000
Columbia bridge,	50,000	
Bridge over Ten Mile creek,	700	700
Monongahela bridge, at Williamsport,	15,000	
	<hr/>	<hr/>
	\$82,700 00	10,700 00
		<hr/>
		\$41,282 67

Education, Colleges, &c.

Jefferson college, \$1000 per annum, for four years, from 1st May, 1832,	3,000	1,000
Washington college, \$500 per annum, per act of 4th April, 1831,	1,500	500
Dickinson college,	3,000	
Warren Academy, per act of 15th February, 1832,	2,000	
Deaf and Dumb Institution,	4,000	2,500
	<hr/>	<hr/>
	\$13,500 00	\$4,000 00

Miscellaneous.

House of Refuge, \$500 per annum, from 2d March, 1833, for three years, act of 30th March, 1832,	15,000	5,000
Commissioners of Erie county, to be collected from owners of unpatented lands and lots,	2,500	

Improving a road from the mouth of Juniata to Mahontongo creek, per act of 13th April, 1827,	600
Penitentiary at Pittsburg,	114 98
<i>Rivers.</i>	
Delaware river,	1,000
Susquehanna and Branches, per act of 1821,	2,000
Susquehanna, from Columbia to tide water,	4,312 52
Susquehanna, from Columbia to Northumberland,	10,878
	<hr/>
	\$37,405 50
	<hr/>
	<u>\$227,966 76</u>